



CHIYO MARU IS A VISITOR IN THIS PORT

Good weather made it possible for the T. K. K. liner Chiyo Maru, Capt. W. W. Greene, to arrive here this morning from Japan a day ahead of time. She has docked at the Richards street wharf and is scheduled to leave this evening at 5 o'clock.

The Chiyo brought 15 first cabin passengers to Honolulu and also a few second cabin passengers and a number of steerage. She has aboard 477 steerage passengers, most of whom are Asiatics.

Among the passengers passing through on the steamer on their way to San Francisco is Capt. M. F. Porter, of the English service, who is on a leave of absence and will visit the states. O. A. Poole, a wealthy tea merchant, is on his way to the mainland.

The Chiyo has had no change among her officers on her present trip. Sailing this evening, she expects to arrive in San Francisco well ahead of her scheduled time.

HARBOR NOTES

The Inter-island steamer Claudine is loading. She will sail Friday at 5 o'clock for Kahului and way ports.

The Makura got away last evening at 9 o'clock for Sydney with 940 passengers aboard. She also carries a heavy cargo.

The Inter-island steamer W. G. Hall will sail this evening for Koloa and Niihau at 5 o'clock. Her freight will probably be very light.

The Annie Johnson, which has been loading sugar at Mahukona, expects to sail today for San Francisco with a cargo of 2200 sacks of sugar.

The Pacific Mail liner Manchuria will arrive here Monday from the Orient. A wireless is expected from her by Hackfeld & Company, agents of the company, tomorrow.

The U. S. cruiser Albany departed yesterday for San Francisco. The cruiser has been ordered to San Francisco, where it is thought it will be sent to Mexican waters.

Thirteen cabin passengers and 65 steerage took the T. K. K. steamer Shinjo Maru for Japan yesterday from here. The liner sailed at 5 o'clock with a large passenger list and heavy cargo.

The new Inter-island drydock will be christened next Tuesday, when the first practical test will be made, according to the plan. W. T. Donnelly, the New York drydock designer who drew the plans for the Inter-island dock, is here and will remain until the dock is ready for service. Several preliminary tests will be made before Tuesday, it is thought.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Nov. 3	9:55	1:15	9:10	1:30	8:25	1:45	7:40	2:00
4	8:37	1:17	10:19	1:19	9:02	1:21	8:17	1:23
5	7:29	1:15	11:32	1:10	8:07	1:20	7:22	1:19
6	10:59	1:15	—	—	6:15	1:17	6:08	1:10
7	11:50	1:14	—	—	5:38	1:16	5:30	1:03
8	12:18	1:13	—	—	5:07	1:14	5:10	1:02
9	1:00	1:13	—	—	4:41	1:13	4:41	1:01

First quarter of the moon, Nov. 5.

LIKELIKE HAS A ROUGH TRIP FROM KAUAI

Pitched about by the rough sea, the little inter-island steamer Likelike arrived here from Kauai this morning after experiencing the roughest trip in months. With practically no cargo, she made her way back from Kauai to Honolulu with the crew fearing half the time that she would go under.

The storm which caught the Likelike also caught the Annie Johnson, taking on sugar at Mahukona. The weather became so rough that loading on the ship had to be suspended, and it was feared that she would not be able to hold her place in the small harbor. The Annie Johnson, so the Likelike reported, expects to sail today for San Francisco with 2200 sacks of sugar.

The Likelike returned without passengers.

WEATHER TODAY

Thursday, Nov. 6.
Temperature—6 a. m., 76; 8 a. m., 76; 10 a. m., 74; 12 noon, 79. Minimum last night, 70.
Wind—6 a. m., velocity 3; 8 a. m., velocity 2; 10 a. m., velocity 6; 12 noon, velocity 12. Movement past 24 hours, 209 miles.
Barometer at 8 a. m., 30.09. Relative humidity, 8 a. m., 71. Dew-point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.855. Rainfall, .05.

PASSENGERS ARRIVED

Per T. K. K. Str. Chiyo Maru, Nov. 6.—For Honolulu: C. Gordon, 1. Harada, T. Iwanaga, Master I. Iwanaga, Master N. Iwanaga, Miss I. Iwanaga, Master A. Iwanaga, and two maids, Mrs. A. Katsumoto, Miss R. Katsumoto, Miss K. Katsumoto, M. Mochida, Y. Suda, Mrs. T. Sumida, L. Y. Sang, Mrs. T. Teuril, For San Francisco: Mrs. M. R. Churchill, M. Chausson, E. Gordon, Mrs. J. A. Gordon, Olaf Fahrle, Mrs. B. M. Fletcher, L. Galereau, L. D. Hargis, B. A. Harnett, T. W. Kendrick, F. S. Koehendorfer, W. H. Klegley, M. Kubokawa, Capt. A. N. Leitao, A. D. McBurney, M. McSwain, A. Macdonald, M. Neubrunn, R. Ota, Capt. M. F. Porter, O. A. Poole, Miss Mary Penney, E. C. Parrish, Miss Ella Komberg, S. Shibuya, Wm. R. Spalding, Mrs. Wm. R. Spalding, Howard Salz, Mrs. L. Sargent, Mrs. K. Shima, Mrs. A. Schillinger, C. Tebbitt, S. Takeuchi, T. Urabe, F. Vandenbussche, L. A. Wilson, D. Yasukawa.

Per str. Claudine, Nov. 6.—From Maui: Mrs. E. Freeman, Mrs. N. Omas, Eding, Wm. Kahlbaum, Margaret E. Ping, J. K. Hall, Mrs. E. Victor, Mrs. D. P. Penhall, George Haggerty, G. R. Zouza, Mrs. C. Teikeira, R. S. Oita, S. Yusa, Charles Teikeira and wife and child, S. Kia, S. Tpkunaga, J. H. Chong and wife, P. Coyne, W. Kuhlman, Yong Zee, Charles Gray.

Seyo Maru, bound for South American ports, arrived off port late yesterday afternoon and left for Hilo at 8 o'clock last night without docking. The Seyo Maru has 750 tons of cargo for Hilo.

The Inter-island steamer Claudine arrived this morning from Maui ports with a light cargo but a fairly good passenger list. On both coming and returning she experienced considerable rough weather. Chief of her cargo was 100 bags of corn. She also brought in 16 bunches of bananas, 42 pigs, 3 automobiles and 202 packages. She carried 33 deck passengers.

Motor Ship Now Loading.
The East Asiatic Company has announced that the motor ship Siam is now on the berth at Copenhagen loading for San Francisco. The company hoped to have the vessel fully loaded and ready to sail from Antwerp about the middle of October.

The trip of the Siam to the coast will be in the nature of an experiment as none of the motor vessels have as yet made so long a trip as is involved in this case. The only water causing any worry to the owners is the problem of keeping in communication with the Siam during the long passage. The company has equipped all of its passenger ships with wireless, but so far the modern invention has not been installed on any of the freighters.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Thursday, Nov. 6.
SAN FRANCISCO—Arrived Nov. 6, noon, S. S. Sonoma, hence Oct. 31.

S. S. CHIYO MARU—Sails for San Francisco at 5 p. m. today.

Sam Langford hammered Jack Lester so badly that he quit in the fifth round of their battle at Taft.

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ARMY NOTES

WASHINGTON, D. C.—A very marked improvement in the course of a year in the training of the men of the navy is noted by Secretary Daniels of the navy department, who with his official party returned from observation of the battle target practice off the Virginia capes. October a year ago Secretary Daniels witnessed target practice off the Virginia coast.

"I was much pleased, indeed, with the efficiency and preparedness of officers, men and ships. The practice, the fine training, the splendid marksmanship and teamwork, from Admiral Badger down to the lowest recruit, especially impressed me," said Secretary Daniels. "My only regret was the absence of President Wilson and Secretary Bryan. They have promised to go next spring."

The yacht "Mayflower" got into Washington and docked at the navy yard and the party disembarked. It included, in addition to Secretary Daniels, Secretaries Garrison and Redfield, with their wives, Mrs. William J. Bryan and the Misses Burleson, daughters of the postmaster general.

The greatest defect in the army today is the shortage of enlisted men, according to Maj. Gen. Thomas H. Barry, the commander of the eastern department, in his annual report. Of the militia in his department, he says, the inspections do not show a very satisfactory condition. With sufficient material on hand, there is shown a lack of numbers required to comply with the militia law.

Plans are being worked out for the establishment of permanent mobilization camps in all of the states so as to have them available for immediate use in case there is a call for the mobilization of the militia.

In general, the points in the eastern department are in excellent sanitary condition, and there has been a considerable reduction during the year in the number of cases treated in the hospital.

Steps are now under way to improve Fort Washington, Md.

Maj. Harry H. Randolph of the infantry, who has just arrived in this city from Manila, where he commanded the Philippine constabulary, with the rank of brigadier general, had a short conference with Secretary Garrison in regard to Philippine affairs preliminary to his assuming command of the post of Fort Porter, New York.

A coast battery on the Port Amador military reservation, Panama canal zone, has been named by Secretary Garrison "Battery Birney," in honor of Maj. Gen. David Bell Birney, United States Volunteer, who died October 18, 1864.

German Shipyard in the Pacific.
Herr R. Blohm of the Hamburg shipbuilding firm of Blohm & Voess is at present visiting the most important harbors of the Pacific Coast in connection with the projected establishment of a local branch of the Hamburg company on the opening of the Panama Canal. It would serve in the first place as a repair yard for the new coasting steamers of the Hamburg-American line.

Profit in Windjammers.
During the past few weeks a number of well known sailing vessels have changed hands in Europe, and included in the list are several which have been to this port. Three years ago, during a depression in shipping, many European owners disposed of their fleets. Then followed a period of the greatest activity and the new owners of the vessels found their investment a profitable one.

As a striking example of the increase in prices of sailing tonnage since the depression of 1910, the recent sale of the British ship Lauriston furnishes an interesting comparison. The Lauriston, formerly in the grain trade from this coast, has but recently changed hands. Her new owners paid \$45,000 for her. In May, 1910, when bought by the company which has just disposed of her, she was secured for \$20,000. In addition to the profitable freights the company has received from the ship in the past three years, a profit of nearly \$25,000 has been realized in disposing of her.

Another shipping sale of interest is that of the Norwegian bark Glenmark, known here under British registry. The vessel was recently dismantled on a voyage from Dieppe to New York, and in her damaged condition she brought \$10,000. The French bark Jean Bart was recently sold for \$34,750, and the British bark Arracan has just changed hands at the satisfactory price of \$45,000.

First Tower Is Raised.
The first of the lofty towers designed to carry aërials for the new Marconi Company's station at Marshall bay has been raised and the others will be completed as quickly as possible. The receiving and sending stations being constructed at Marshall and Bolinas bays to handle the wireless between here and Honolulu are being rushed to completion as rapidly as possible, but it will probably be the first of 1914 before they are ready for use.

The completion of these stations will revolutionize the telegraphic service between this country and the islands, and Hawaii, through the means of cheap communication, will be brought nearer to the mainland. It is intended that these stations shall work both day and night. There will be put into effect a rate which will attract a deal of business.

No Treasure on Rio Janeiro.
Following announcement that the wreck of the steamship Rio de Janeiro had been located a short distance

CHURCH ADVERTISES FOR COINS OWED GOD AND 'LOST SINNERS'

Publicity as Necessity in Religion as Business, Declares Minister

[By Latest Mail]

NEW YORK.—The Rev. Frank H. Ebricht, pastor of the Methodist Episcopal Church at Whitehouse, L. I., believes that advertising is as necessary in church work as in business. His views were shown in this advertisement, which appeared in the Whitehouse Herald:

"Stolen, Strayed, Lost or Misled: Missing—Last Sunday, many families from church."

"Stolen—Several hours from the Lord's day by a great number of people."

"Strayed—Half a hundred lambs; went in the direction of no Sunday school."

"Misled—A quantity of silver coins owed to the Lord."

"Wanted—Scores of young people. When last seen were walking up 'Sabbath Breakers' lane, which leads to 'No Good.'"

"Lost—A lad carefully reared; not long from home. Supposed to have gone to Hunk Lane, Prodigal Town."

"Any person assisting in the discovery of the above shall in no wise lose his reward."

"Whitehouse M. E. church! 'Get the habit!'"

from Mile Rock, the report is now circulated that even if the vessel is found rewards for locating the treasure will be small. Steamship men who possess a thorough knowledge of the Rio and other lost vessels now claim that there was no gold stored on the ship. In addition to this, it is said that the marine underwriters never expended a penny to locate the ship, as would have been the case if gold to the value of \$2,000,000 had been stored on board. It is also said that the wreck could not have been located at the point described because of the exact spot in which the United States submarine H-2 made the deep-sea sounding test, submerged 183 feet. The general opinion is that the Rio will remain undisturbed forever.

Congress Breaks Record.
The new Pacific Coast liner Congress, which arrived in San Francisco from Seattle Oct. 26, broke all records when it arrived with 600 passengers aboard. The Congress was commanded by Capt. N. E. Goussin, and among the passengers aboard were C. D. Dunn, passenger traffic manager of the Pacific Coast Company; H. K. Laidlaw, general port steward at San Francisco, and I. N. Hibbard, superintendent of the Pacific Coast Company. The officials expressed satisfaction. The new steamer attracted considerable attention in Puget Sound.

Old Style of Rounding Horn.
A real old-time rounding of Cape Horn was reported by the crew of the French sailing ship Dugny Trouin, which arrived in San Francisco Oct. 27 from Antwerp. Due to heavy northwest and west-northwest winds, the vessel was 40 days beating its way around Cape Horn. At times the ice and snow were so thick aboard that the crew had to clear them away. The ship, which is commanded by Captain Merle, was 159 days from Antwerp and brought 3100 tons of coal.

Unalga Relieves McCulloch.
The new revenue cutter Unalga arrived in San Francisco Oct. 25 from Port Townsend and anchored off Sausalito, relieving the McCulloch, which will go to trydock for extensive repairs. The Unalga is under command of Captain Alger.

Believe Smuggling Now Doomed.
The new customs cutter, built at Hongkong for the Philippine insular government, has reached Manila and was immediately placed in commission. Built primarily for speed, the Gilbert carries just as large an engine as is possible to crowd into a boat of her size, and she will hold her own with any boat that has raised the Philippines. Her fittings are of the finest, including electric light plant, refrigerator machinery, wireless and other accessories. Aside from the quarters for the officers and crew, the Gilbert has one magnificent cabin with private bath on the upper deck aft which is fit for a king.

For Lumber and Passengers.
The new steamer under construction at the St. Helen's Shipbuilding Company's yard for Charles R. McCormick & Co., San Francisco, which will be ready to launch in October, will be named the "Cello." She is to be a duplicate of the Muthomah and Merced, each of which has capacity for handling 1,000,000 feet of lumber and accommodations for 60 cabin passengers. After launching she will be towed to San Francisco to have her machinery installed, and is expected to be ready to go in regular service between San Francisco and Portland before the end of the year.

Japanese Secure Austrian Steamer.
The Austrian steamer Margherita, 2269 tons gross, 2070 net, has been sold to the Osaka Shosen Kaisha, Osaka, Japan. She was built at Port Glasgow in 1900, and her late owners were the 30s. Anon. Unione Austriaca di Nav. Trieste.

Fiji Sugar for the Mainland.
The completion of extensive alterations to a sugar refinery at Vancouver, B. C., has caused increased shipments of sugar from several British producing colonies. One large vessel filled with products from Fiji has sailed for Vancouver in the British freighter Strathairly. This vessel will be remembered as having recently brought a cargo of coal from the East coast, consigned to the Pearl Harbor naval station. The sugar in the Strathairly is the first cargo of Fiji sugar to be brought here for two or three years. The refinery used to

get regular shipments from Java, but dropped this import in favor of Java shipments. Cargoes from British Guiana then came forward, but after five or six shipments this point of supply was dropped and the refinery reverted to Java products. Recently the factory has been importing sugar from Cuba, and the steamer Gleneden is now on passage from Matanzas.

Want Direct Line to the Canal.

It is announced a new steamship company is to establish a line of traffic between Panama and the Los Angeles harbor as soon as the Panama canal is open. The company is said to have three vessels ready for service as soon as the canal is opened. Each of these vessels has a carrying capacity of 1500 tons dead weight and accommodations for 100 passengers. It proposes to ply between all coast ports from the canal to the Los Angeles harbor and develop trade possibilities now lying dormant.

Now Claim Imperator Too Small.

The Imperator, arriving at Plymouth recently landed 256 passengers. Captain Ruser reports that for three days the extreme heat prevented the stokers from working at full pressure. The Gulf Stream temperature was 80 for two days.

James A. Burden and his party were among those who landed here.

Captain Ruser declares the Imperator is already fully booked for the next two westward voyages. "The ship is already too small," he added. "We want larger vessels."

Minnesota a Floating Granary.

Engine room troubles brought the liner Minnesota back to Seattle after she had started for the Orient with a record cargo of flour, 289,965 sacks in all. Besides the flour the Minnesota had on board nearly 50,000 sacks of wheat, and a variety of general freight, including fish, canned and frozen. She carried 122 cabin passengers, also constituting a record for cabin passengers for her own experience.

Extend Pacific Mail Route.

After the first of January, 1914, all the large Pacific Mail liners leaving San Francisco on the outward trip will call at Manila, while the intermediate steamers, Nile, Persia and China, will continue calling at Manila on the homeward voyage. This was the text of a cablegram received at Manila from the head offices of the Pacific Mail Company in San Francisco.

Singapore's New Drydock.

Captain Sir Arthur Henderson Young, C. M. G., British governor of the Federated Malay States, has recently opened with due ceremony the new King's dock in Singapore. This dock will take the biggest vessels that come out east, being 392 feet in length.

Skipper Turns Postical.

Under the title "Wafts from the Briny," Captain James McCurdy of the British steamer St. Michaels has published a volume of sea poems which are very favorably mentioned, indeed, by the critics. The captain is well known in the Pacific and along the coast ports.

More "Blue Funnel" Tonnage.

It is rumored in Liverpool that Messrs. Alfred Holt & Co., operating the Blue Funnel line, have placed a contract with Messrs. Workman, Clark & Co., Belfast, for the construction of two passenger steamers, 650 feet long, and with a gross tonnage of 20,000, for service between Great Britain and Australia.

Nippon Steams Away from Spotlight.

The Swedish steamer Nippon has safely arrived at Shanghai, according to advices received here yesterday. Despite the buffeting by typhoons and heavy seas, the crippled freighter reached port under command of Capt.

City Transfer Co.,

Tel. 1281

James H. Love

Honolulu Star-Bulletin

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annings of the bureau of navigation and escorted by the Rizal. Thus for a time at least ends the unique story of the steamer which has held the attention of the shipping world for the last four months.

Must Carry Three Mates.

A warning has been issued to steamship mates and towboat owners, operating vessels along the Atlantic coast that in future the department of commerce will rigidly enforce the Hardy law, requiring all vessels of 1000 tons or over to have three licensed mates. Representatives of the owners and of the association of mates, mates and pilots met at the department to hear Acting Secretary Sweet outline the government's policy. Heretofore the owners have claimed that it was impossible to get a sufficient number of licensed mates to comply with the law, and on this ground many fines for violations have been remitted.

Capt. R. H. Cowan, of New York, speaking for the mates, mates and pilots, told the acting secretary that there would be no trouble about getting mates if adequate wages and proper sleeping quarters were provided. The steamship men said they would exert every effort to comply with the law, but insisted that their mates had practically no duties to perform, and that the statute should be repealed.

Transfer Admirals to Pacific.

Two "Admirals" will be transferred from the Atlantic to the Pacific following the opening of the Panama canal for traffic. The steamers Admiral Schley and Admiral Dewey, recently purchased by the Alaska Pacific Company for the northern Pacific passenger and freight carrying trade, are soon to be added to the present fleet of steamers now in operation. The vessels will receive considerable alteration before going into commission.

LOCAL AND GENERAL

Ye Chung and a Hawaiian couple will face trial before a jury in Judge Robinson's court on a statutory charge. The circumstances alleged, which resulted in the indictment of the trio, are said to be that the Hawaiian man and woman deliberately sold their daughter, a girl less than 14 years old, to Ye Chung. He is said to have paid them a stipulated monthly sum for the girl, whom he kept, to all intent and purpose, as his slave.

The Magazine club at the Y. M. C. A. held its first meeting last evening and made plans for the succeeding programs. The work of the club will center around the reading and discussion of articles in the leading standard magazines. This club will meet on Wednesday evening each week. George S. Raymond, inspector-general of schools, has been elected president of the organization.

In accordance with the recent decision of the supreme court which reversed his decree in the case of Julia Gomes and others against the Sociedade Lusitana Beneficente de Hawaii and Maria Pereira, Circuit Judge Robinson today filed judgment, decreeing that the plaintiffs, six in number, shall recover from the defendants the sum of \$700, together with the costs of the actions in the circuit and supreme courts. The money is to be paid out of the death benefit of Manuel Silva Pereira, out of the division of which the litigation grew. The total costs to be recovered by the plaintiffs amount to \$182.35.

Beckey Kalanika and John Galbraith entered into an argument this morning over a money matter, and a short fist fight ensued resulting in the removal of the latter to the Queen's hospital in the police ambulance. Galbraith claims that the woman, who is being held at the central station on a charge of assault and battery, struck him over the head and shoulders with a stick.

"Conscience?"

Some of the comments made last night by prominent folk who witnessed the screening of this picture:

"A fine story, well told—and with a strong moral."

"... and I'm coming again with my daughter; I want her to see that picture, especially that 'cheating in school' incident."

"I'm glad I've seen it. Such true incidents, and such a lesson for those who are tempted."

"... It's a good sermon, interestingly delivered."

Tonight---Popular Theater

Next Monday and Tuesday---Two Nights Only---the Great 4-Reel Masterpiece, Dante's "Inferno."